



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SPRINGFIELD, TN	<b>Accident Number:</b>	ATL89FA174
<b>Date &amp; Time:</b>	07/04/1989, 1703 CDT	<b>Registration:</b>	N7554Y
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

PLT RECEIVED A FULL WEATHER BRIEFING FOR AN IFR FLT AT 7,000 FEET WHICH INCLUDED FORECASTED THUNDERSTORMS ALONG ROUTE OF FLT. A CONVECTIVE SIGMET WAS ALSO IN EFFECT FOR ROUTE OF FLIGHT. IN THE AREA OF SPRINGFIELD, TN, THE FLT WAS OBSERVED ON RADAR TO BE APPROACHING AN AREA OF PRECIPITATION, AND THE PLT STATED IT WAS GETTING 'A LITTLE ROUGH'. DEVIATION AROUND THE WEATHER AND AN ALTITUDE CHANGE, IF NECESSARY, WAS APPROVED BY THE CONTROLLER. A FEW MINUTES LATER THE FLT WAS ADVISED IT WAS IN THE MIDDLE OF A WEATHER AREA AND THAT ADDITIONAL WEATHER AREAS WERE AHEAD. THE FLT WAS LOST FROM RADAR SHORTLY AFTER THIS. WITNESSES REPORTED SEEING THE ACFT COME OUT OF AREA OF LIGHTNING AND THUNDER IN A 70 DEGREE NOSE LOW ATTITUDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DECISION TO CONTINUE FLIGHT INTO AN AREA OF KNOWN ADVERSE WEATHER WHICH RESULTED IN HIS ABILITY TO MAINTAIN CONTROL OF THE AIRPLANE. CONTRIBUTING FACTOR(S) WAS: THE ADVERSE WEATHER CONDITIONS.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - LIGHTNING
4. (F) WEATHER CONDITION - THUNDERSTORM
5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

### Findings

6. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
7. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/25/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1252 hours (Total, all aircraft), 363 hours (Total, this make and model), 1194 hours (Pilot In Command, all aircraft), 107 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7554Y
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-617
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	06/13/1988, Annual	<b>Certified Max Gross Wt.:</b>	3725 lbs
<b>Time Since Last Inspection:</b>	162 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1836 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	JOHN L HART	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	JOHN L. HART	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BNA, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1723 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 22° C
Precipitation and Obscuration:			
Departure Point:	MARION, IL (MWA)	Type of Flight Plan Filed:	IFR
Destination:	LAWRENCEVILLE, GA (L24)	Type of Clearance:	IFR
Departure Time:	1606 EDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	09/30/1991
Additional Participating Persons:	JOE CHAPWICK; VERO BEACH, FL BILL WHITMORE; NASHVILLE, TN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).